

• 2003 ACCOMPLISHMENTS

Maricopa County Regional Trail System Plan

In February 2000, the Maricopa County Board of Supervisors formed the Maricopa County Trail Commission and unveiled their plans to develop a trail system connecting the County's regional parks. MCDOT became the lead agency when a project team was formed with staff from the Maricopa County departments of Transportation, Parks and Recreation, Planning and Development, and Flood Control District. Figure 1 shows the system.

This team completed Phase One of the plan, which identifies corridors connecting White Tank Regional Park, Lake Pleasant Regional Park, Spur Cross Ranch Conservation Area, and Cave Creek Recreation Area. In September of 2002, the BOS adopted Phase One and authorized funding for the additional staff needed to proceed with completion of the plan.

Planning for Phase Two began in November 2002 upon the hiring of two Trail Planners and a Regional Trail Director. Phase Two which identifies corridors connecting Spur Cross Ranch Conservation Area, Cave Creek Recreation Area, McDowell Mountain Regional Park, Utery Mountain Recreation Area, and San Tan Mountain Regional Park will be complete by June 2003.

Phase Three, connecting San Tan Mountain Regional Park, Estrella Mountain Regional Park, Buckeye Hills Park and White Tank Regional Park will complete a giant loop around the urbanized area of Maricopa County. Phase Three is scheduled to be complete by June 2004. Work is already underway to purchase land, begin design, and start construction on components of the system. Figure 1 shows the Trail System Plan map with the County Regional Parks in green.

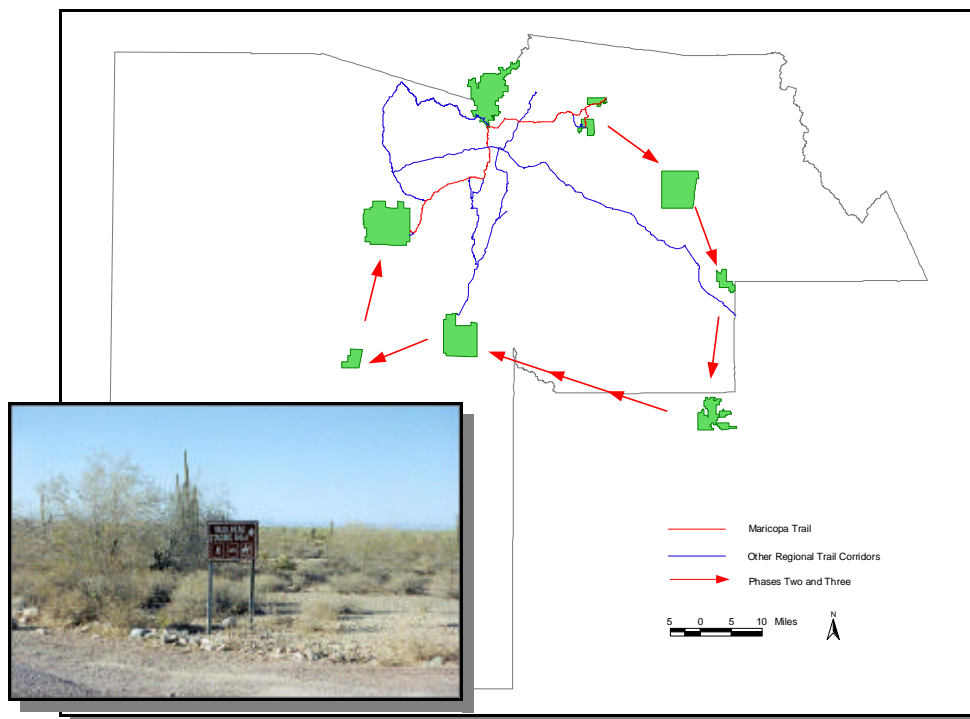


Figure 1. Maricopa County Regional Trail System Plan



PM-10 Dust Mitigation Program

The MCDOT PM-10 paving project is in its third year and has paved over 40 miles of roads and reduced over 1,000 tons of particulates out of our air. This multi-year project is in accordance with EPA requirements and part of a larger countywide plan to reduce air pollution. Our goal is to pave over 60 miles of dirt roads by the end of 2004.

MCDOT maintains nearly 650 miles of unpaved roads throughout the valley. With the population increasing in our outlying/rural areas, dust suppression has become a major concern as these roads are significantly contributing to the airborne pollution in our dry desert community. MCDOT is committed to you, the citizens, and pledges to continue this aggressive program to reduce our airborne pollution and increase our air quality.



*Since 2001,
MCDOT has
paved over
40 miles of
dirt roads.*



90th Street before and after our PM10 Dust Abatement Program paving.



E-Government Initiatives

E-government is the employment of web-based technologies to improve services and communication between government and citizens. The Department of Transportation (MCDOT) is at the forefront of this e-government transformation. For some time, information technology has played an important role in the services we provide to citizens.

The MCDOT website (<http://www.mcdot.maricopa.gov>) is already home to more than 50 web based services and applications. Citizens can apply online for Maricopa County's Adopt-A-Highway program, initiate permit requests, and get GDACS and Survey information. We also have a new service available where consultants/contractors interested in doing business with MCDOT can apply online for inclusion in the Article 5 Register. MCDOT's PM-10 dirt road paving plan is a frequently visited service of our website. A Development Schedule, List of Roads Currently Scheduled for Paving, and answers to Frequently Asked Questions can be found on at <http://www.mcdot.maricopa.gov/pm10/>

Our website is one of the most frequently visited government sites in Arizona, averaging more than 20,000 hits a month. Accompanying the visits, the site has enabled us to serve citizens electronically with more than 800 email inquiries since its development in 2001. The Transportation Improvement Plan (TIP) is also available online. Check it out!

www.mcdot.maricopa.gov
www.mcdot.maricopa.gov/tip
<http://www.mcdot.maricopa.gov/pm10/>
www.rightroads.org
www.aztech.org
<http://www.mcdot.maricopa.gov/bicycle/bike.htm>



Partnerships

Intergovernmental agreements (IGAs) and other partnerships are an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction. The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are important funding partners on a number of MCDOT projects. (Please see the section on Federal Aid/Grant Programs.) Partnerships with private developers are also emerging as an important element of MCDOT's strategy to meet new demands for transportation infrastructure. Whether they be with public or private parties, project partnerships provide the best and most efficient service to the citizens of Maricopa County, and make the most of our limited Highway User Revenue Fund dollars. Agreements may involve project funding, collaborative design, future operation and maintenance, or annexations.

Partnerships improve and promote projects by:

- Building ownership in the project during the project development process
- Clarifying the need, nature, scope, and timing for the project
- Ensuring all affected parties have input on project development
- Ensuring the interests of all affected parties are adequately considered
- Sharing and exchanging resources and property
- Leveraging financial resources
- Clarifying jurisdiction and responsibilities during and after project construction

A significant portion of the TIP is funded through cost-sharing with partners. MCDOT's current goal is to fund a minimum 25% of its TIP through partnerships. Total TIP costs for fiscal year 2003 were budgeted at \$84.3 million with partner revenues expected to be \$31.6 million (37%). For fiscal 2004 TIP capital costs are estimated at \$77.5 million with \$20.8 million from partners. Ninety-five percent of MCDOT's TIP projects currently programmed for construction in fiscal year 2004 involve partnerships. Agreements for all but two of these partnerships are already in place. Agreements are also in place for 52% of TIP projects scheduled for design or construction in fiscal year 2005. MCDOT's cost-share policy provides guidance to staff and community partners in the development of cost-share agreements. Several major MCDOT projects currently in development or completed in the past year reflect the benefits of partnerships.

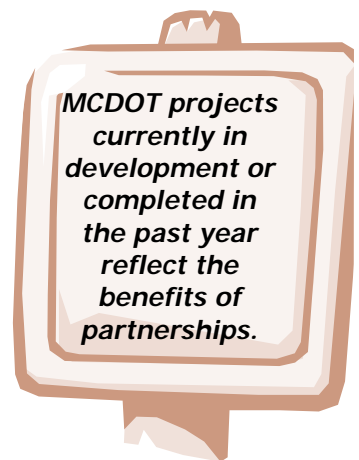
Loop 303

Partnerships with ADOT and several municipalities are essential to MCDOT's plans to plan and construct Loop 303. Originally part of the Regional Freeway System plan, Loop 303 was deleted from the freeway program in 1995. ADOT then declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor that needed to be preserved. In 2000, ADOT and MCDOT finalized an agreement under which ADOT will retain Loop 303 as a State Route while MCDOT will construct and operate an interim roadway which can be expanded, as needed, or eventually upgraded to a freeway.



Agreements are in place or pending with several municipalities including Goodyear, Peoria and Surprise regarding various aspects of design, maintenance, construction and operation of the roadway. Additional agreements are anticipated as the project evolves. In the meantime, key agreements were completed in 2002 with Victory Land Investments and Shea/Sunbelt Holdings by which private sector partners will make substantial contributions to Loop 303. These private contributions will provide for an accelerated construction schedule and will expand the project to address needs arising from new housing development in the area. MCDOT continues to work closely with ADOT and the Flood Control District of Maricopa County to plan for future development of Loop 303. This includes cooperating in the environmental review process and addressing drainage issues.

Construction of the interim Loop 303 is proceeding rapidly. The segment from Clearview Boulevard. to Grand Avenue, including the new Patriots Bridge over Grand Avenue, was completed in May 2002. Construction of a realigned segment from McDowell Road to Indian School Road was completed in November 2002. As of spring 2003, construction of safety improvements is underway at the existing intersections of Loop 303 with Northern and Olive Avenues while two entirely new roadway segments are currently under construction; a segment from Reems Rd to El Mirage Road that is nearing completion and the next section from El Mirage Rd to Lake Pleasant Road that is just under way.



Deer Valley Road Bridge

Partnerships with the Cities of Peoria and Glendale were essential for the construction phase of this recently completed project. This project improved Deer Valley Road from 83rd Avenue to 75th Avenue. This project went from a two to a five lane road with a new four lane bridge to replace an existing two lane dip crossing. Also included were grade control structures and improvements along the river channel banks as necessary to accommodate recreational trails, access road, and scour protection.

Ellsworth Road

MCDOT, the Flood Control District of Maricopa County, and the City of Mesa concluded a series of agreements in 2000 that will serve as the foundation for a combined \$28.8 million project for roadway and drainage improvements in the area of Ellsworth Road from Germann Road to Elliot Rd. Participation by all three partners was essential to both the roadway and drainage components of the project. Construction is scheduled to begin in late 2003.

Gilbert Road from McDowell Road to SR87

MCDOT has worked closely over a period of several years with ADOT, the City of Mesa, the Salt River Pima-Maricopa Indian Community, the Maricopa Association of Governments and the Salt River Project to forge a partnership for the improvement of Gilbert Road from McDowell Road to SR87. The project partners have worked to overcome a series of funding and construction issues that could never have been resolved by separate, independent efforts. The project involves widening the roadway from two lanes to five lanes with a new dip crossing over the Salt River. A combination of federal, state and local funding sources will be used. Construction is scheduled to begin in 2003.



AZTech™ Smart Corridors



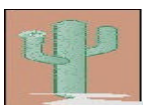
MCDOT, in cooperation with state and local officials and private industries, has formed a unique regional partnership called AZTech™, which uses state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. The purpose of AZTech™ is to more closely integrate the management of the region's transportation system and also give travelers up-to-the-minute traffic information. Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for this ITS (Intelligent Transportation System) Model Deployment Initiative, with MCDOT serving as leader of the partnership.

Over the past six years, AZTech™ has implemented ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations, and closely monitor traffic conditions. As a result, AZTech™ has developed an integrated network of traffic signals, computers, communication devices, closed circuit cameras, and changeable message signs to keep traffic moving across the Valley.

AZTech's Traffic Management Center opened in 1999 and continues to be an integral part of the regional AZTech™ system. During fiscal year 2003, along with eight local government partners, MCDOT also completed the design of several new "SMART Corridors" on the AZTech™ system. This work, scheduled for construction in fiscal year 2003 and 2004, expands the AZTech™ Intelligent Transportation System infrastructure by installing vehicle detection devices, closed circuit cameras for better traffic management, and changeable message signs for motorist traffic information.



CCTV's like this one assists drivers in making informed decisions on the road.



Safety

MCDOT, through the AZTech™ partnership, has taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. The new group is called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, using trucks equipped with variable message signs and other ITS equipment, providing traffic control at the roadway emergency scene. Since its inception in late FY 2001, the team has responded to more than 275 call-outs, and has received many expressions of appreciation and support from the local police and fire departments.

Incident responders are not aware of existing road closures or the traffic impact generated by the incident, and as a consequence, few safety measures are implemented at the incident scene. REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT traffic management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic direction.



There is always a REACT Team member ready to respond to calls for traffic management 24 hours a day 7 days a week.



Commitment to Customer Service

MCDOT's mission is to build the right transportation system, at the right time, at the right cost. We strive to do this for our customer, you, and we gauge our success upon your level of customer satisfaction. We have also found the best method to measure and maintain customer satisfaction is through public involvement and education.



The Right Roads program holds an average of 50 meetings a year to encourage and facilitate public involvement.

Public Involvement

MCDOT's Right Roads program holds an average of 50 meetings a year to encourage and facilitate public involvement. The program's goal is to incorporate the public in our decision-making process. We consult and communicate with residents, neighborhood groups, businesses, organizations, schools, special interests groups and more on a regular basis. Through open houses, special events, public meetings, and community meetings throughout the county, we garner public input on TIP projects, corridor planning, the PM10 dirt road program, the Legacy Trails and more. Often, several public meetings are held on a single project, as it develops through planning, design and construction.

Your input along the way is key to what we do and how we do it. But it doesn't stop there. With many of our projects we continually communicate with our stakeholders through flyers, project newsletters, brochures, and our website (www.rightroads.org). We want your road to be a Right Road.

Education

In addition to project specific meetings held through the Right Roads program, MCDOT visits an average of 100 elementary schools, teaching more than 15,000 children each year about crosswalk and school bus safety.



Supervisor Fulton Brock discusses the Maricopa County Regional Trails System Plan with the citizens.

